

DEVELOPMENT SERVICES DEPARTMENT

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TO: Planning Commission Agenda of: December 13, 2012
FROM: Mel Pabalinas, Senior Planner Item No.: 13
DATE: November 7, 2012
RE: A11-0003/Z11-0004/PD11-0002/P11-0003/Green Valley Center

Background

At the October 25, 2012 public hearing, the Planning Commission identified several project issues, remanded the project to staff for further analysis, and continued the item off-calendar (Attachments A and C). The issues are the following:

- Issue No. 1:** Analysis of Traffic and Circulation Conditions of Existing Sight Distance at Francisco Drive and Cambria Way
- Issue No. 2:** Analysis of U-turn at Green Valley Road and Francisco Drive.
- Issue No. 3:** Potential Vehicular Headlight Effects at adjacent residences in Francisco Oaks
- Issue No. 4:** Potential Traffic Impacts Resulting in “New” vs. “Existing” Vehicular Project Trips

Analysis

The applicant submitted the Supplemental Traffic Information, prepared by Kimley Horn Associates (KHA) dated October 30, 2012, analyzing the issues (Exhibit Q- Attachment 21). The analysis is incorporated into the revised Initial Study/Mitigated Negative Declaration, which is included as Exhibit Q of the original staff report (Attachment B). The following details the summary and analysis of the issues and supplemental information.

Issue No. 1: Analysis of Traffic and Circulation Conditions of Existing Sight Distance at Francisco Drive and Cambria Way

Summary of Supplemental Traffic Information: The supplemental traffic information analyzed the existing sight distance conditions at this intersection which limits the line of sight

for vehicles exiting Cambria Way northbound onto Francisco Drive or to travel straight across onto Embarcadero Drive. This condition currently persists in the absence of the proposed development. The vertical sight distance limitations are anticipated to be resolved as part of DOT's future improvement (construction start as early as 2021) on Francisco Drive/El Dorado Hills (Capital Improvement Program Project No. 72332), which is currently unfunded. DOT previously determined that the stopping sight distance is currently adequate and the vehicular accident rate at this location is at an acceptable level. The analysis identified and qualitatively evaluated potential solutions to this condition including construction of a roundabout, traffic signal, an all-way stop control, and left-turn median access along Francisco Drive into Cambria Way and Embarcadero Drive. The analysis also evaluated an alternative project access along its frontage on Francisco Drive, instead of the proposed access off Cambria Way.

County Response: The Department of Transportation has evaluated the possible solutions identified in the supplemental traffic analysis and determined that the construction of a restricted left turn median access is the preferred improvement. The department recommends an additional condition requiring restriping a right-in and right-out encroachment on the Cambria Way and Embarcadero Drive intersections with Francisco Drive and construction of a dual left turn lane with a raised concrete median at the intersection of Francisco Drive and Cambria Way (Attachment B-Exhibit Q-Attachment 22). This condition (Condition of Approval No. 13 in Attachment C) has been incorporated as a new mitigation measure MM Trans-2 in the revised Initial Study.

With the required construction of this improvement vehicular movement out of Cambria Way and Embarcadero Drive onto Francisco Drive would be limited to right-out only, eliminating the possibility of left-out. Depending on the destination, vehicles may opt to utilize alternate existing roads within the residential neighborhood or, for the residents of Francisco Oaks, utilize the proposed project site's internal roadway to travel between Cambria Way and Green Valley Road (Attachment B-Exhibit Q-Attachment 24).

Issue No. 2: Analysis of U-turn at Green Valley Road and Francisco Drive.

Summary of Supplemental Traffic Information: The analysis re-evaluated the feasibility of the addition of eastbound u-turn movements at the Green Valley Road intersection with Francisco Drive as a possible mean to reduce the quantity of project trips that are required to utilize Cambria Way exiting the project site and destined for points to the west. Currently, eastbound to westbound u-turns are prohibited by use of an overhead lane designation sign. While the County does not have its own specific design standard for the application of u-turn movements, DOT representatives have field verified and documented available physical space to accommodate u-turn movement, in conjunction with the existing traffic signal phasing and signal equipment locations. KHA coordinated and confirmed with DOT that the u-turn movement can be allowed to occur with the removal of the u-turn restriction at the intersection.

County Response: The DOT concurs with the analysis of the u-turn movement. The department recommends an additional condition requiring the installation of signage allowing u-turn at the

Green Valley Road and Francisco Drive intersection (Attachment B-Exhibit Q-Attachment 22). This condition (Condition of Approval No. 14 in Attachment C) has been incorporated as a new mitigation measure MM Trans-3 in the revised Initial Study.

Issue No. 3: Potential vehicular headlight effects at adjacent residences in Francisco Oaks

Summary of Supplemental Traffic Information: The analysis included an evaluation of potential headlight glare effects from the vehicles exiting the project access onto Cambria Way into the residences along the northern perimeter of Francisco Oaks subdivision. The analysis concluded that no glare effects are anticipated to occur due the shielding from the existing 6-foot tall perimeter wall adjacent to the subdivision.

County Response: Staff concurs with the findings of the supplemental information, which is further discussed on page 9 of the revised Initial Study Checklist (Section I. Aesthetics). No additional mitigation measure or condition of approval is required.

Issue No. 4: Potential Traffic Impacts Resulting “New” vs. “Existing” Vehicular Project Trips

Summary of Supplemental Traffic Information: The supplemental traffic information reiterated the analysis of the “new” and “existing” project trips conducted in the original traffic analysis. The supplemental traffic information states that, “while the overall trip numbers are reduced (pass-by trips), the full number of project trips are evaluated at the site driveways. As a result, the original traffic study fully documents the anticipated site driveway intersection operations resulting from the full complement of site generated trips.”

County Response: Staff concurs with the findings of the supplemental information, which is further discussed on page 38 of the revised Initial Study Checklist (under Section XVI. Transportation/Traffic). No additional mitigation measure or condition of approval is required.

Determination for Re-Circulation of CEQA Document

CEQA Guidelines Section 15073.5(a) states that a lead agency is required to re-circulate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Planning Services has determined that Issue Nos. 1 and 2 above are considered new, avoidable significant effects requiring mitigation measures (MM Trans-2 and 3) reducing the effect to insignificance. Therefore, a revised Initial Study/Mitigated Negative Declaration (Exhibit Q) was re-circulated for 30-day public review beginning November 9, 2012 ending on December 9, 2012. Since December 9th is a Sunday, comments will be accepted until 5:00 PM on Monday, December 10th.

In addition to the analysis of the issues above, the revised Initial Study/Mitigated Negative Declaration included two additional discussions that required edits. In response to public testimony involving the use of wood stove or fireplace as part of the air quality assumption, the use of wood stove and fireplaces as a possible source of interior heating is a standard residential design feature and is not prohibited by the residential construction standards. Including wood and stove emissions is a valid assumption in analyzing operational emissions utilizing standard air quality modeling (Page 13, Section III. Air Quality).

Caltrans commented that there was a need for further analysis of potential project traffic impacts to U.S. Route 50 (Exhibit Q-Attachment 22). DOT indicated that further analysis is not warranted given the LOS on U.S. Route 50 is E and the number of trips generated by the project do not trigger a change in the LOS (Page 39, Section XVI. Transportation/Traffic) (Attachment E).

Recommendation

Staff recommends the Planning Commission forward a recommendation to the Board of Supervisors to take the following actions:

1. Adopt the revised Mitigated Negative Declaration based on the revised Initial Study prepared by staff;
2. Adopt the revised Mitigation Monitoring Reporting Program in accordance with CEQA Guidelines Section 15074(d), incorporated as revised Conditions of Approval in Attachment D;
3. Approve General Plan Amendment A11-0003 based on the Findings in Attachment 2 of the original staff report (Attachment B);
4. Approve Rezone Z11-0004 based on Findings in Attachment 2 of the original staff report (Attachment B);
5. Approve Preliminary Planned Development Permit PD11-0002 subject to the revised Conditions of Approval in Attachment D and based on the Findings in Attachment 2 of the original staff report (Attachment B);
6. Approve Tentative Parcel Map P11-0003 subject to the revised Conditions of Approval in Attachment D and based on the Findings in Attachment 2 of the original staff report (Attachment B);
7. Approve a reduction of wetland setback from 50 feet to 25 feet based on the Findings in Attachment 2 of the original staff report (Attachment B) and in accordance with Interim Interpretive Guidelines for General Plan Policy 7.3.3.4 (Wetland Buffers and Setbacks); and

8. Approve Design Waiver request reducing standard sidewalk width from 8-foot to 6-foot along Francisco Drive and Cambria Way based on the Findings in Attachment 2 of the original staff report (Attachment B).

Attachments

Attachment A	Planning Commission Minutes-October 25, 2012
Attachment B.....	Original Staff Report (Planning Commission/October 25, 2012) and <u>Revised</u> Initial Study/Mitigated Negative Declaration
Attachment C.....	Comment Letters (Planning Commission/October 25, 2012)
Attachment D	<u>Revised</u> Conditions of Approval
Attachment E.....	DOT Memo (November 7, 2012) Re: Response to Caltrans October 22, 2012 Letter